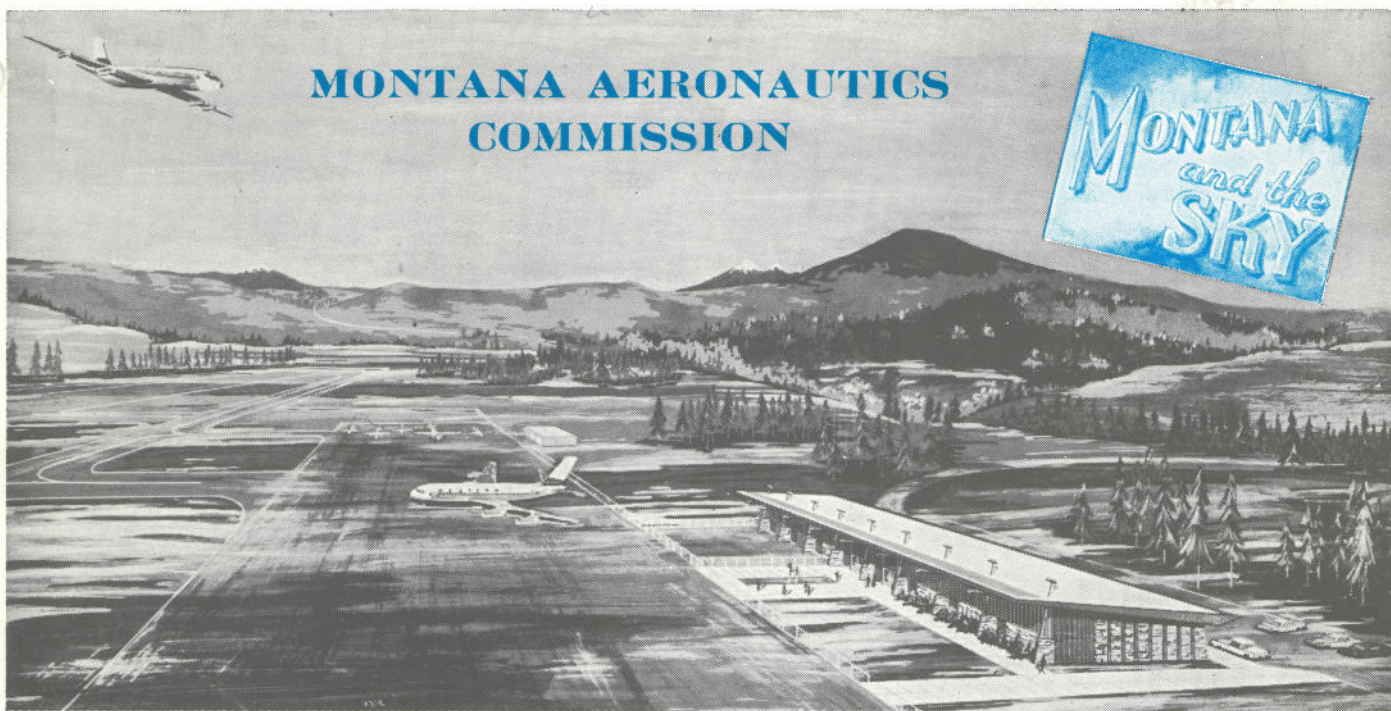




MONTANA AERONAUTICS COMMISSION

MONTANA
and the
SKY

Volume 18—No. 6

June, 1967

MPA ELECTS J. PAYNE— PRESENTS AWARDS— AND CHOSE CUT BANK—'68

The Montana Pilots' Association held a highly successful convention in Havre, May 5, 6 and 7. New officers elected were: Dr. James Payne, Great Falls—President; Tom Crum, Columbia Falls—Vice President; Bill Maronick, Great Falls—Treasurer; and Mrs. Tom "Ann" Messelt, Great Falls was appointed Secretary.

Directors for the coming year will be: Red Dupree, Out-going President; Homer Sickles and Mary Stevenson.

SCHEDULE OF EVENTS

FRIDAY: Registration — Committee Meetings—Hospitality Room Visitations—and much FUN!

SATURDAY A.M.: Breakfast—Business Meeting—Ladies Brunch and Hair Style Show/Facial Care Demonstration:

NOON LUNCHEON: Featured Speaker was Dr. James Athearn, Dean of the Business School, University of Montana, Missoula. Dr. Athearn, a native of the Havre area gave an interesting presentation sparked with humor. One point accented during his talk was that all pilots should strive to help create an improved public image. He specifically referred to aerial accidents, plac-

ing emphasis on the use of actual statistics which can prove to the public that airplane travel is the safest means of travel today.



Convention Co-Chairman Jim Sleet-
er and luncheon speaker, Dr. James
Athearn.

SATURDAY P.M.: Continuation of Business Meeting—Election of Officers—Choosing of Cut Bank for the 1968 Convention (after a well run Campaign—Cut Bank won out over Great Falls.)

SATURDAY EVENING: Social Hour and Banquet. The banquet attended by 241 persons was MC'd by Harold Ebaugh, Havre Airport Manager. Introductions of special guests were made and out-going President "Red" Dupree expressed the appreciation of his wife ('66 Secretary, Lois) and himself for the coopera-

tion they had received from the members during the year.

Gordon Sands, 1966 Pilot of the Year, was named Awards Master for the evening. Gordon called on LeRoy "Buzz" Stanton, Great Falls, to present the background on the first award, "The Pilot Achievement Award." Buzz did an excellent job of relating the story of Bill Mathews, a man—though handicapped, worked diligently and surmounted many obstacles to obtain his pilots license. Buzz had been not only his instructor but his encouragement and friend. After Bill's untimely death, the award was initiated as the Bill Mathews memorial, "Pilot Achievement Award" by Mr. Wm. Kidd, Great Falls. Mrs. James "Peggy" Kruger was then presented with the award to the great pleasure of everyone, particularly husband Jim, her instructor. Peggy won the award for being the first Montana woman to solo a helicopter.

JUNIOR PILOT OF THE YEAR AWARD, announced by Gordon, was presented to 20 year old Dick Komberer of Missoula Sky-Flite, Inc. Dick received his award based on his accomplishment of obtaining a Commercial License and a Flight Instructor Rating in addition to having over 2,700 hours of flying time at this early age.

(Continued on page 3, Col. 1)

**Official Monthly Publication
of the
MONTANA AERONAUTICS
COMMISSION**

**Box 1698
Helena, Montana 59601**

Tim Babcock, Governor

Charles A. Lynch, Director

**Carl W. (Bill) Bell, Chairman
Jack R. Hughes, Vice Chairman
Peter H. Black, Secretary
Clarence Anthony, Member
E. B. Cogswell, Member
Gordon Hickman, Member
Walter Hope, Member**



USER CHARGES

Proposed Service Fees, Notice 67-17 has received tremendous discussion within the industry and the following is the position taken in Montana by the Aviation Trades Association:

Federal Aviation Administration
Office of General Counsel
Rules Docket Section—GC-24
800 Independence Ave., SW
Washington, D.C. 20590

Dear Sir:

The Montana Aviation Trades Association, composed of the General Aviation Operators of the State, are very much opposed to Notice 67-17 and 67-18, Proposed Service Fees, as published in the Federal Register, April 21, 1967, for the following reasons:

We feel these fees are very unfair and inequitable as they are slanted toward a very small segment of aviation that uses the costly FAA facilities the least. The tremendous growth and expense of the Air Traffic Control section of FAA is not due to the needs or requests of general aviation; the tremendous expansion of runways and airport facilities is not for the requirements of general aviation.

There is a great need for pilots at this time and the fees proposed would be a great deterrent to anyone considering starting an aviation career. By the time all the fee system is added to the present cost of obtaining certificates, new student potential would be greatly reduced. The fees suggested for an Air Taxi or Flight School certificate are ridiculous for we would only be buying a "pig in a poke," for

these certificates are not worth the paper they are written on. This is a discriminatory tax against a very small per cent of aviation facility users. There are only 90 GADO offices in the U.S. employing 400 aircraft and maintenance inspectors, as against 41,000 other FAA employees, yet the majority of the fees proposed are for licensing and inspecting pilots and aircraft.

The aviation industry is the most highly government regulated of all modes of transportation, which in turn boosts the costs to exorbitant levels. No aircraft, or even any minute part thereof, may be used or licensed without the FAA stamp of approval. Until such time as these costs come into line with all other equipment and parts expense, aviation growth will continue to be throttled. Yet now with the proposed fees, costs are to be boosted even further. The Proposed Rule Making states that these fees are to be imposed for conferring special benefits on members of the aviation community. After having spent hundreds to many thousands of dollars in complying with government imposed regulation, is the final certificate a special benefit?

Many of the present FAA facilities, except in the few congested areas, are having difficulty in justifying their very existence and yet they are costing great sums of money to maintain.

Our entire transportation system is an integral part of our whole economy and to the defense of our country. There is no person or community in this country that does not benefit in one way or another from aviation and aviation facilities, in the many services provided, whether they have ever been in an aircraft or on an airport. There are also many maritime, rail and highway facilities equally as useful and beneficial. Are not all of these supported by all of us with our tax dollars and are all these specialized services to pay fees also?

Why, if fees are to be levelled at any specific segment of our economy, are they not segregated from the general fund and earmarked for use in a particular area?

The bulk of federal monies are allocated to large airline terminals and yet they are only a small per cent of all airports in the Continental U. S. The services needed by light aircraft have been drastically curtailed in the last few years such as: beacons in

mountainous terrain; decommissioning of most of the Low Frequency Ranges; closing of emergency fields; lack of VOR in highly travelled VFR routes.

The cost of administration of such a program as is being proposed will siphon off a great portion of the revenue that is derived. This program appears to be another job producing FAA regulation to be financed by the people who can least afford or need it—General Aviation!

Very truly yours,
/s/ Edgar G. Obie,
President

EGO/eh

cc: Senator Mike Mansfield
Senator Lee Metcalf
Representative Arnold Olson
Representative James Battin
National Aviation Trades
Association
A O P A

All individuals are encouraged to forward their comments immediately to: Federal Aviation Administration, Office of General Counsel, Rules Docket Section—GC-24, 800 Independence Ave., SW, Washington, D.C. 20590.

FRONTIER TO SERVE WEST YELLOWSTONE, M. WILLIS—MANAGER

Frontier Airlines, Inc. has been awarded authority to serve West Yellowstone, Montana, the Civil Aeronautics Board has announced. The action, taken in the **Service to West Yellowstone, Montana, Case**, effectuates the initial decision issued by Examiner Edward T. Stodola on January 30, 1967.

Frontier will operate the new service beginning June 1, as an extension of its present Denver to Jackson service. The new authority will provide round trip service between West Yellowstone and Denver and between West Yellowstone and Billings.

Mr. Max L. Willis has been named as Frontier's sales/service manager at the carrier's new station, gateway to Yellowstone National Park.

During the past eleven years, Mr. Willis worked as senior station agent for the airline in Phoenix. He joined Frontier in November of 1951 as a station agent in Flagstaff, Arizona.

MPA—(Continued from page 1)

PILOT OF THE YEAR AWARD

was presented by Gordon to Robert K. Schellinger, Johnson's Flying Service, Missoula. Helicopter pilot Bob achieved his award for a number of outstanding rescue flights that won him National recognition. Bob has a history of displaying outstanding pilot skill in the performance of his job in all rescue operations, fire patrol, game herding and cargo transfer.

Max Miller of the Harlem/Chinook Hanger was the lucky(?) winner of the "Prop Award" for 1967.

Elizabeth "Bitty" Herrin was awarded a life membership in the Association for her years of service and support of the MPA.

The Miles City Hanger won the Membership Award for the year and the Shelby Hangar received its Charter.



Ray Vogel, President of the Havre Hangar and Harold Ebaugh, master of ceremonies for the banquet.



Mrs. and Mr. Bill Mathewson. Bill, a TV weather reporter, was the banquet speaker.

The featured speaker was Mr. W. R. "Bill" Mathewson, noted television weather reporter from Lethbridge. Bill kept the attention of everyone present with a humorous yet informative presentation. He related experiences in the far North and gave a resume of weather services. Bill



MPA Officers: Lt. to Rt. Homer Sickles and Mary Stevenson new Directors; out-going President Red DuPre; Ann Messelt, new Secretary and newly elected President, Dr. James Payne.



Award Winners: Pilot of the Year, Bob Schellinger; Pilot Achievement Award winner, Peggy Kruger and Junior Pilot of the Year, Dick Komberec.

placed emphasis on the fact that pilots and aviation weather information can be greatly credited for the advancement of all weather information services.

Following the Banquet a five piece band "The Embers" from Medicine Hat, Alberta, gave out with some very fine dance music which was thoroughly enjoyed by all.

SUNDAY A.M.

The breakfast at the airport on Sunday morning was an example of the labor put into the 3 day event—it was Delicious!!

Congratulations to the Co-Chairmen Dr. George Johnson, and Jim Sleeter—the banquet decorating committee, Mrs. George Johnson, Mrs. Irwin Wink, Mrs. Harold Ebaugh, Mrs.

Dean Nelson, Mrs. Ray Vogel and Mrs. Sam Bitz—the Walt Hensleys and the many others that worked hard and long hours to accomplish a smooth-running, well-planned and "Special" convention. There is no doubt that all attending were mighty glad they took the advice of the convention theme— "Don't Stay Away Joe."

UNICOM FREQUENCY CHANGES

New FCC rules require that the following UNICOM Stations carry the frequency of 123.0 MC: BUTTE, BOZEMAN, AND LIVINGSTON.



CALENDAR

June 1, West Yellowstone—Western Airlines commenced service for the 1967 season.

June 8, 9, Helena—Montana Aeronautics Commission Monthly Meeting.

June 11, Chester—Fly-In Breakfast; Sponsored by Shelby Hangar, Montana Pilots Association. All Day Activities. Proceeds to go for Youth and Sports Field.

June 12-30, Dillon—Western Montana College, Aviation Education Workshop.

June 12, 13, 14, Columbus, Ohio—FLIGHT INSTRUCTORS' RECERTIFICATION COURSE. Sponsored by National Aviation Trades Association — AOPA Foundation, Inc., Link Foundation, Federal Aviation Administration. (Registration \$35 including all text materials relative to course.)

June 14, Lewistown—Montana Airport Management Association Board of Directors' Meeting.

June 14-July 3, Havre—Northern Montana College, Aviation Education Workshop.

June 19-July 7, Billings—Eastern Montana College Aviation Education Workshop.

June 25, Plentywood—Sherwood MPA Hangar will hold Fly-In Breakfast. Everyone is Welcome!

June 25, Thompson Falls—Fly-In Breakfast, Montana Power Park. Jaycee's will furnish transportation from the airport.

June 25-28, West Yellowstone — Western States Governors' Conference.

June 26-July 19, Bozeman—Montana State University Aviation Education Workshop.

July 13, Helena—Public Hearing on Chapter 122 of the Session Laws (Senate Bill 126).

July 17, 18, West Yellowstone — Western States Aeronautics Directors' Conference.

July 22, 23, Benchmark Airport—Dedication. Fly-In and over-night camp out.

July 25, Salt Lake City, Utah — Salt Lake City—Las Vegas—Southern California Service Case.

August 6, Sidney — Air Show starring the renowned aerobatic, Don Pittman.

August 7, Helena—Montana Airport Management Association Board of Directors meeting.

August 20, Anaconda—Dedication Ceremonies. (Alternate Date: August 27th).

October 6, 7, 8, Glendive—Montana Flying Farmers Fall Convention.

LIBBY UNICOM RELOCATED

The UNICOM at Libby is located on the airport in the facilities of Commute Air. The station is in operation during the daylight hours and operates on the frequency of 122.8 megacycles.

PILOTS NOTE:

Due to the increasing traffic in the Libby area, it has been wisely suggested by a pilot who frequents the airport that, if you do not receive an immediate answer from the UNICOM station that you continue to use 122.8—broadcasting blind—in order to notify the other aircraft in the vicinity of your position.

FLIGHT PLAN INFORMATION

The following procedural change concerning activation of flight plans was effective March, 1967:

a. When a VFR flight plan is filed, it will be held until one hour after the proposed departure time and then canceled unless:

1. The actual departure time is received.

2. A revised proposed departure time is received.

3. At a time of filing, the FSS is informed that the proposed departure time will be met, but actual time cannot be given because of inadequate communications.

b. At the pilot's request, at a location having an active tower, the aircraft identification will be forwarded to the tower for reporting the actual departure time. This procedure should be avoided at busy airports.

DISCONTINUANCE OF FVFR

The visual flight rule flight following (FVFR) service was discontinued on June 1, 1967. Pilots using this service may obtain the same benefits by obtaining a preflight briefing; filing a VFR flight plan; and, while en route, contacting a flight service station to receive current aeronautical and meteorological information.

MFF & R HELD SPRING MEETING

Forty-three persons attended the banquet held concluding the Spring meeting of the Montana Flying Farmers and Ranchers held in Roundup, April 29th.

Due to poor weather conditions, only one aircraft arrived, bringing Mrs. Evelyn Krueger, FF's Queen; FF's Director, husband Wayne, and daughter Jan from Reedpoint. All others arrived via GVR (ground vehicle rules). Among those attending were: President Milton Butcher and wife Louise from Winifred; The "Red" DuPrees of Billings, representing the Montana Pilots' Association; and the banquet speaker F. W. "Fritz" Lueneburg and Mrs. Lueneburg from Billings; Past President, Clay Greening and wife, Eleanor from Laurel.

A delicious roasted chicken luncheon was served at noon with Mr. and Mrs. Rolan Albright as host and hostess.

Glendive was chosen for the annual Fall Convention site to be held October 6, 7 and 8 during the afternoon's Directors Meeting.

The evening banquet was opened by Rolan Albright, airport manager and flight operator who did an excellent job as Master of Ceremonies. Roundup Mayor, Hershel Robbins, welcomed the Flying Farmers to the city followed by President Milton Butcher with a few remarks.

Fritz Lueneburg, FAA's Supervising Inspector, GADO No. 1, Billings, was the featured speaker for the event. Fritz in his presentation, commended the many services and possibilities to individuals and communities supplied by the fixed base operator. He continued speaking on the various aspects of flying—explained the importance and purposes behind the majority of the regulations. He also emphasized the two important pilot factors—Judgement and Proficiency.

Everyone was impressed and thoroughly enjoyed the musical selections by the local ladies chorus "The Rondalines." The group completed their performance with a special song version about the Montana Flying Farmers.

Those attending reported that the Good Company—Well planned events and Roundup's warm hospitality provided a very "fine" week-end and a good laugh on ole man weather.

GOVERNOR PRESENTS EURICH WITH FAA MECHANIC AWARD



Governor Tim Babcock presenting Al Eurich with the FAA's Aviation Mechanic Award for 1966.

In ceremonies held in the Governor's office on May 5th, Al Eurich received the Federal Aviation Administration's Aviation Mechanic Safety Award for 1966 from Montana's Governor, Tim Babcock.

The Plaque states:

AVIATION MECHANIC SAFETY AWARD

Alan R. Eurich

PRESENTED FOR DEMONSTRATING SKILL AND IMAGINATION IN DEVELOPING THE OUTSTANDING CONTRIBUTION TO SAFETY IN GENERAL AVIATION THROUGH MAINTENANCE PRACTICES IN THE STATE OF MONTANA DURING THE YEAR 1966.

Al designed a modification on one make and model of radio to prevent the over-modulation which existed. This particular radio was transmitting "loud and clear" to any air borne receiver, however, the monitoring receivers used by the FAA in their towers and Flight Service Stations were having reception so garbled that it was unreadable. This made it necessary for certain towers to refuse "Take-Offs" in some instances of aircraft having the radios with the over-modulating problem.

Alan Eurich is the owner of Electronic Consultants Service on Logan Field, Billings, Montana.

NEW AIR SERVICE PROPOSED

First direct airline service between Great Falls, Montana, and St. Louis, Missouri, by way of Billings, Rapid City, Omaha, and Kansas City, has been proposed by Frontier Airlines in an application to the Civil Aeronautics Board.

Two daily round-trip schedules would be operated over the new six-city route pattern without subsidy. Frontier would provide this service with 355 mph 53-passenger jet-prop Convair 580 aircraft.

This newly proposed schedule provides through service without change of aircraft. It also provides good connections at Omaha, Kansas City, and St. Louis to and from major cities in the Midwest, East and Southeast.

In addition to those cities named on the newly proposed route, Frontier would provide improved connecting services for other cities in the area near these major markets, making possible one-carrier direct service between Great Falls and St. Louis by way of the intermediate cities in South Dakota and Nebraska.

Airline crew scheduling is so complicated that the nine people making up a normal flight crew of a big jet airliner are not likely to work together as a crew more than once in a lifetime.

Due to heat generated by air friction, the Supersonic Transport (SST) will expand one foot in length during supersonic flight.

OIL BURNER/SLEDGE HAMMER

The route depicted, the Sledge Hammer RBS Express Oil Burner Route has been in effect from April 3, 1967, and will continue through September 23, 1967.

Listed below are the airports, airport altitudes, Sledge Hammer route altitudes, and the height above ground level of the aircraft as they pass over or near the Montana airfields.

	Apt. Alt.	Route Alt.	Terrain Clearance
Chester	3,167	23,000	
Chinook	2,410	4,500	2,090
Circle	2,424	4,500	2,076
Harlem	2,560	4,500	1,940
Jordan	2,637	4,500	1,863
Malta	2,280	8,000	5,720
Terry	2,260	4,600	2,340



"HOW ABOUT THAT?"

A B C RADIO NETWORK

To: Mr. Charles "Ron" Adams
Supervisor of Aviation Education
Department of Public Instruction
Helena, Montana 59601

Thank you for your interest, Mr. Adams . . . in my recent broadcast concerning general aviation. I regret that copies of the script are not available, but I can summarize it for you briefly.

It concerned an attempt by a group of private pilots in the Los Angeles area, called the Valley Airmen's Association, to prove the economy of private plane flying in competition with the cars in the Mobil Economy Run.

The cars left Los Angeles at dawn on Tuesday . . . and arrived in Detroit on Sunday night. Six days. The planes, two Cessna 210's, two Bellancas, a Mooney and an Apache, left a mid-morning Friday . . . and arrived in Detroit the next day . . . with an RON at Denver.

The cars, figuring an average of three persons in each, averaged a speed of less than fifty-miles-an-hour, mileage of just over nineteen mpg, and a total cost of just over three-hundred-ninety dollars each for the trip (including gas, oil, meals, and lodging).

The planes, again figuring three persons each, averaged one-hundred-eighty-miles-an-hour, mileage of just under nineteen mpg, and a total cost for the trip of one-hundred-thirty-eight dollars and eighty-six cents . . . per plane.

Tells quite a story for general aviation, doesn't it. Thank you again for your interest . . . and for listening.

Sincerely
/s/ Don Allen

STATISTICS

Will your **first** accident be your **last** day alive?

61/37*
65/22
78/18
24/11

	Accident Total	Fatalities
1964 Total	61	37
1965 Total	65	22
1966 Total	78	18
1967 As of this date	24	11

MAC TO HOLD PUBLIC HEARING

By Charles A. Smith
Commission Attorney

Effective July 1, 1967, all commercial air operators doing business in the State of Montana, will be required by the law to procure and maintain liability insurance. Chapter 122 of the Session laws of the fortieth Legislative Assembly, 1967, (Senate Bill No. 126) requires all commercial air operators to procure and maintain, so long as a commercial air operator continues to offer his services for compensation, adequate protection against liability imposed by law upon a commercial air operator for the payment of damages for personal damage as a result of an accident. The law defines a "commercial air operator" as any person owning, controlling, operating, or managing aircraft for any commercial purpose for compensation. The law further provides that any commercial air operator who knowingly refuses or fails to procure protection against liability, as required by law, within six (6) months from the effective date of the law, shall be guilty of a misdemeanor; and each day during this said commercial air operator shall continue in such default shall constitute a separate offense. (A complete copy of Senate Bill 126 was printed in the March issue of the "Newsletter".)

The Montana Aeronautics Commission is charged by this law with the duty and responsibility of its enforcement. After holding a public hearing, required by law, the Montana Aeronautics Commission will determine the amount of liability insurance to be procured and maintained; and will establish the rules and regulations necessary to enforce the law.

The Montana Aeronautics Commission will conduct the public hearing in accordance with said law in Helena, Montana, on July 13, 1967, at 10 a.m. in the Montana State Highway Department Auditorium, Scott-Hart Building, located on the Capitol grounds. The purpose of this hearing will be to hear and record testimony concerning the amount of liability insurance required by said law, which is reasonably necessary to provide adequate compensation for damage incurred through an accident involving a commercial air operator and to promulgate the rules and regulations necessary for the enforcement of the

law. All interested persons are invited to attend this hearing and to present their views on the above matters.

ATTENTION ALL REGISTERED MONTANA PILOTS!

The Montana Pilots' Flight Plan
Service Is For You!
File/Close Your Flight Plan By
Collect Call—Free!

When taking off from, or landing at, an airport within the State of Montana that does not have a FAA Flight Service Station—place a collect call to your nearest FSS and state; "This is a Collect Call—Montana Pilot Flight Plan."

GIVE THE FSS COMMUNICATION Your Current Montana Registration Number and your name—then File or Close your Plan.

(Please avoid calling at 15 or 45 minutes after the hour during the weather broadcasts.)

REMEMBER—The Flight Plan Service is a "Use It or Lose It Service."

**ALWAYS FILE A FLIGHT PLAN
—BE SURE TO CLOSE IT—
USE YOUR MONTANA
FLIGHT PLAN SERVICE**

FAA MONTANA FLIGHT SERVICE STATIONS

City	Phone
BOZEMAN/BELGRADE	586-6520
	Bozeman
	388-6832
	Belgrade
BILLINGS	259-4545
BUTTE	723-3004
CUT BANK	938-4522
DILLON	683-5651
GREAT FALLS	452-6495
HELENA	442-9902
LEWISTOWN	538-3639
LIVINGSTON	222-2411
MILES CITY	232-1503
MISSOULA	542-2230

During the summer vacation, raising children ceases to be a job—it becomes a test of character.

The number of heliports in the U.S., Canada, and Puerto Rico has more than tripled in the past five years.

AIRPORT NOTES



By James H. Monger
Assistant Director, Airports

Yellowstone Airport

The airport at West Yellowstone, Montana, was opened for the season on May 19. An unusual snow cover this spring caused the airport to remain closed about ten days longer than normal. Big Sky Aviation, the fixed-base operator, is now in full operation and offering a full line of aviation services. Western and Frontier Airlines started their scheduled services into Yellowstone on June 1. The rental car agencies, Airport Cafe, the Yellowstone Park Company Transportation Office, and the Curio Shop are also open for business.

Within the next few weeks, bids will be advertised for construction of an addition to the paved apron on the Yellowstone Airport. The new area will be 250' by 500' and will be located immediately adjacent to the south edge of the existing apron. The new apron extension will be used to park primarily the heavier executive jet aircraft and the larger multi-engine itinerant aircraft visiting the Yellowstone Airport throughout the summer. Bids for this project will be opened in Helena mid-June. Any interested contractor should contact either this office or Wenzel and Company, Consulting Engineers, Great Falls, for bid proposals on the project.

Stanford

Land acquisition at Stanford has been completed and the project will be advertised for bids in the near future with a June bid opening. The project will consist of constructing a stabilized turf general aviation utility airport to serve the town of Stanford and Judith Basin County.

Philipsburg

The Aeronautics Commission is now finalizing many small details in land acquisition for the proposed general aviation utility airport for Philipsburg. It is planned that this project will be advertised for bids in July.

Missoula

A meeting was held in Missoula on May 2, with the Missoula County Air-

port Commission; the FAA; the Montana Aeronautics Commission; The Missoula Chamber of Commerce Aviation Committee; Greg Isbill, Consulting Engineer and Northwest Airlines. Northwest Airlines suggested that the runway 27/9 be extended 800 feet. The extra length is necessary to accommodate the Boeing 727 aircraft which will be used in Missoula in 1969. The local Airport Board is also evaluating the runway strength to determine if, in addition to the runway extension, a runway overlay project will be needed to support the jet aircraft.

The Montana Aeronautics Commission recently granted the Missoula County Airport Commission \$1,000 to aid them in the financing of an engineering study for the proposed development at Missoula County Airport.

Engineering Grants

The Montana Aeronautics Commission recently granted \$1,000 each to the Airport Boards at Helena and Bozeman. The preliminary engineering grants were made available to assist the local boards in financing necessary engineering studies for future airport expansion and improvements. Both of these communities are concerned with up-dating their airport capabilities and to accommodate jet aircraft.

Great Falls

The Montana Aeronautics Commission recently made a \$80,000 loan available to the city of Great Falls. The loan is to be used to match FAA grant funds to make emergency repairs on the taxiway and apron system on the Great Falls International Airport. This joint, local, state, and federal aid project is an emergency situation due to the rapidly deteriorating paved areas. It is expected that Great Falls will receive an allocation under the 1967 program of the FAA.

Tiber Dam Airstrip

Cloud Modification Services of North Dakota has requested a use permit on the State Airport near Tiber Dam. The firm has been retained by Liberty County for weather modification purposes throughout this summer.

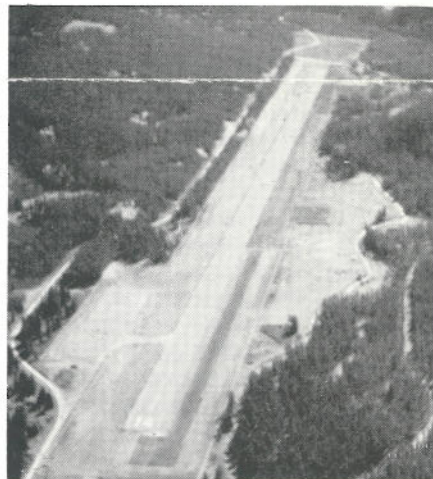
With modern medicine doing such a good job of increasing life expectancy, we'd better be extra careful about adding to the national debt—we might have to pay it off ourselves instead of passing it along.

BENCHMARK AIRFIELD DEDICATION JULY 23

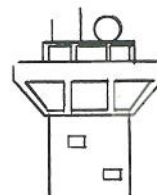
George N. Engler, Supervisor of the Lewis & Clark National Forest, has announced that plans are being completed for the formal dedication of the Benchmark Airfield on Sunday, July 23. Complete details of the dedication program will be reported in MAC'S July newsletter.

The new 6,000 foot, paved landing strip is in the Lewis & Clark National Forest, about 25 miles west of Augusta, Montana. Benchmark Airfield was cooperatively financed by the Federal Aviation Administration, the Montana Aeronautics Commission and the Forest Service.

The new landing strip provides convenient air access to the 950,000 acre Bob Marshall Wilderness. The airfield is about 4 miles east of the Wilderness boundary. Mr. Engler stated: "This new airfield will provide a convenient starting point for Wilderness recreation and will facilitate fire detection, fire suppression and National Forest management and administration in this rugged, roadless area."



Aerial view of new Benchmark Airport.



TOWER

OPERATIONS

MAY, 1967

	Total Operations	Instrument Operations
Billings	12,518	1,620
Great Falls	12,377	987
Missoula	9,415	398
Helena	5,181	279

CONGRATULATIONS



CERTIFICATES ISSUED RECENTLY TO MONTANA FLYERS

STUDENT

Lindseth, Ronald A.—Great Falls
 Wilhelm, Clayton D.—Helena
 Barkemeyer, John S.—Huntley
 Livingston, Frank V.—Victor
 Ritter, Jerry A.—Havre
 Zentner, John F.—Hogeland
 Nickelson, Albert F.—Livingston
 Williams, Alfred E.—Havre
 Redlin, Melvin C.—Helena
 Hewitt, Clare E.—Great Falls
 McCrum, Wallace N.—Havre
 Toombs, Kathleen F.—Kalispell
 Dale, Hal J.—Missoula
 Denbrook, Terry—Missoula
 Edwards, Robert A.—Great Falls
 Graber, Larry S.—Missoula
 Gue, Forrest L.—Great Falls
 Hale, Edward J.—Missoula
 Hanson, Ernest G.—Martin City
 Nield, Leonard R.—Missoula
 Scovel, Larry A.—Missoula
 Johnson, Harold C.—Great Falls
 Keith, Dudley V.—Kalispell
 Barnwell, Elbert H.—Kalispell
 Bossard, Carl T.—Great Falls
 Billmeyer, Richard R.—Hogeland
 Groshong, Walter E.—Great Falls
 Haselden, Joe D.—Great Falls
 Lawton, Ellen—Great Falls
 Leitgeb, Allen J.—Great Falls
 Milner, Clao W.—Polson
 Goff, Daniel C.—Kalispell
 Henningsen, Richard A.—Butte
 Hoy, Daniel R.—Helena
 Beaudry, Ben L.—Hot Springs
 Ward, Leland C.—Great Falls
 Hodgson, Harriet J.—Havre
 Dobson, Helen A.—Missoula
 Nuckolls, Donna M.—Missoula
 Vinton, Theodore G.—Missoula
 Fleming, James F. III—Pablo
 McChesney, William L.—Missoula
 Knudsen, Gerhard M.—Missoula
 Lawton, Ivan F.—Great Falls
 Pacheco, Theodore F.—Libby
 Shaules, David K. Jr.—Billings
 Pickens, Lloyd J.—Billings
 Vroman, John O.—Billings
 Martin, Kennard E.—Fairview
 Petrick, Philip O.—Sidney
 Salisbury, Wilson L.—Glendive
 Lasater, Edwin D.—Kalispell

Hunter, Milo C.—Fairview
 Bump, Edward R.—Sidney
 Clark, Donald L.—Grass Range
 Snooks, Kenneth G.—Denton
 Reeves, James W.—Lewistown
 Bobiney, Donald L.—Glendive
 Mitchell, Keith A.—Glendive
 Boelter, Virgil M.—Billings
 Gay, John Miles—Broadus
 Krieg, James T.—Billings
 Bandel, William A.—Billings
 Barkley, Ruth A.—Billings
 Morrison, William J.—Billings
 Reising, Walter—Billings
 Stiert, James R.—Billings
 Ragland, Dick—Hardin
 McGiboney, Hanley E.—Mosby
 Simmons, Donovan L.—Baker
 Herrington, June H.—Cody, Wyo.
 Simpson, Stephen D.—Billings
 Buchanan, Robert W.—Billings
 Judson, Lee A.—Billings
 Dyck, Harold R.—Wolf Point
 Pfau, William H.—Billings
 Anderson, James W.—Baker
 Johnston, Thomas A.—Billings
 Winfrey, Dorothy R.—Melstone
 Brenden, John C.—Scobey
 Olson, Michael K.—Billings
 Thompson, Robert C.—Glasgow
 Long, Arlie Ray—Wolf Point
 Baird, Gerry D.—Ekalaka
 Krueger, Erick S.—Billings

PRIVATE

Kartheiser, Glen N.—Columbia Falls
 Crocker, Cy E.—Libby
 Schuler, Donald W.—Belgrade
 Brown, Lowell K.—Malta
 Huntsman, Rex V.—Dell
 Kearns, David T.—Townsend
 Mason, David J.—Bozeman
 Evankovich, Lawrence P.—Butte
 Harding, David W.—Simms
 Lawson, Carl D.—Great Falls
 Murnieks, Janis—Johnson City, N.Y.
 Tilton, Raymond L.—Helena
 Powers, Thomas E. II—Great Falls
 Tillett, Theo A.—Polson
 Anderson, Edwin C.—Big Fork
 Baxter, Robert T.—Great Falls
 Nichols, James H.—Baker
 Ritter, Robert L.—Havre
 English, Bert R.—Great Falls
 Daniels, Charles W.—Scobey
 Klos, Larry C.—Plevna
 Williams, Murl I.—Belgrade
 Kistler, Frederick H.—Dillon
 Figgins, Melvin L.—Bozeman
 Dahlgman, Floyd F.—Whitefish
 Matchett, Larry E.—Missoula
 Frogge, Basil C.—Missoula
 Nilson, George B.—Great Falls
 Shell, Jack R.—Gallatin Gateway
 Turley, Nan M.—Three Forks

Mackay, Larry L.—Helena
 Cost, Kenneth L.—Billings
 Cowden, James L.—Billings
 Allie, Samuel E., Jr.—Glasgow
 Hedden, Richard L.—Sidney
 Larsen, Hans J.—Dagmar
 Nichols, William S.—Williston, N.D.
 Blain, Rodney A.—Lewistown
 Van Der Hagen, Harry R.—Lewistown
 Lareva, Leland L.—Billings
 Boyce, Claire D.—Sheridan, Wyo.
 Lidderdale, Charles A.—Billings
 Redding, Robert A.—Joliet
 Bermes, John M.—Billings
 Nielsen, Lenus A.—Sheridan
 Lohrenz, Leslie—Cody, Wyo.
 Rittierodt, Penny L.—Melstone
 Miller, Allen G.—Miles City
 Torske, Lynn N.—Crow Agency
 Williams, Thomas B.—Billings
 Dobbs, Jack E.—Broadus
 Walsh, Robert W.—Miles City

COMMERCIAL

Bowman, Charles C.—Bozeman
 Barton, Charles H.—Big Fork
 Birky, Gene F.—Kalispell
 Ecton, Patricia J.—Manhattan
 Reiste, William C.—Great Falls
 Herring, Patrick A.—Gallatin Gateway
 Gaub, Arnold A.—Billings
 Davis, Bobby G.—Gillette, Wyo.
 Johnson, Floyd C.—Wolf Point
 Wysel, James M.—Lewistown
 Battleson, Willis D.—Peerless
 Field, Richard N.—Denton
 Nance, Jay T.—Billings
 Blain, Wallace W.—Joliet
 Herrod, Bron T.—Billings
 Rimby, Williard L.—Lewistown

INSTRUMENT

Thorsrud, Edgar L.—Missoula
 Jensen, Nels H.—Missoula
 Samuels, Glen A.—Great Falls
 Hankins, Dwain L.—Casper, Wyo.
 Gustafson, Robert E.—Sioux Falls, S.D.

Brooks, Charles E.—Billings
 Osen, Tommy C.—Billings

MULTI ENGINE

Pritchard, Harry W.—Juneau, Alas.
 Worden, Donovan, Jr.—Missoula
 Stradley, Roger I.—Belgrade
 Chambers, William R.—Helena
 Nance, Jay T.—Billings
 Hilton, Ralph T.—Cody, Wyo.
 Harrison, William H., Jr.—Sheridan, Wyo.
 Etchart, Mark S.—Glasgow

FLIGHT INSTRUCTOR

Bernet, James L.—Helena
 Spain, Larry W.—Bozeman
 Stevens, Thomas E.—Two Dot

Grosswiler, James A.—Kalispell
Nance, Jay T.—Billings
Hightower, John L.—Missoula
Stroh, James P.—Laurel
Siverson, Ronald A.—Otis
Orchards, Wash.

Rimby, Willard L.—Lewistown

FLIGHT INSTRUCTOR/ ROTOCRAFT

O'Donnell, James J.—Tucson, Ariz.

FLIGHT INSTRUCTOR INSTRUMENT

Spain, Larry W.—Bozeman

Grosswiler, James A.—Kalispell

Stevens, Thomas E.—Two Dot

Hightower, John L.—Missoula

Siverson, Ronald A.—Otis

Orchards, Wash.

Wetherell, George A.—Missoula

Hughes, Jack R.—Missoula

Cook, Craig C.—Hamilton

McDowell, Blake J.—Chester

BASIC GROUND INSTRUCTOR

Hansen, Arthur L.—Missoula

Stevens, Thomas E.—Two Dot

GOLD SEAL

Deichl, Andrew J.—Billings

ROTOCRAFT/HELICOPTER

Swainson, Herbert E.—Livingston

SPECIAL TYPE RATINGS

SIKORSKY S-61

Bridge, Jason K.—Great Falls

B-707/720

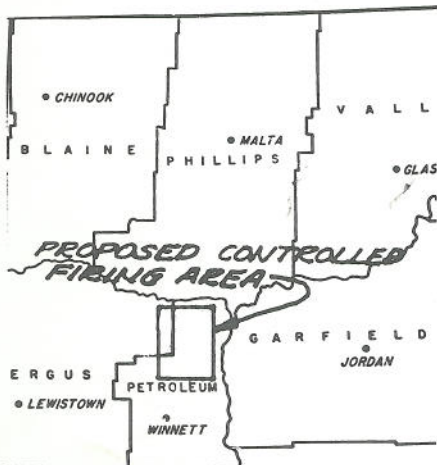
Pearce, Richard H.—Glasgow

PROPOSED CONTROLLED FIRING AREAS FOR MONTANA

LEWISTOWN

The Federal Aviation Administration is evaluating the following proposal:

Establish a controlled firing area for the Montana Army National Guard as follows:



1. Name—Lewistown, Montana, Controlled Firing Area.

2. Description:

a. The area bounded on the north by latitude 47°33'00" North; on the east longitude 108°00'00" West; on the south by latitude 47°12'00" North; and on the west by longitude 108°25'00" West.

b. Size of the area is: 20 nautical miles east to west and 25 nautical miles north to south.

c. Altitudes to be used: 20,700 feet MSL.

3. Activities conducted: Firing of 105 mm artillery, 76 and 90 mm guns, and 4.2" mortars.

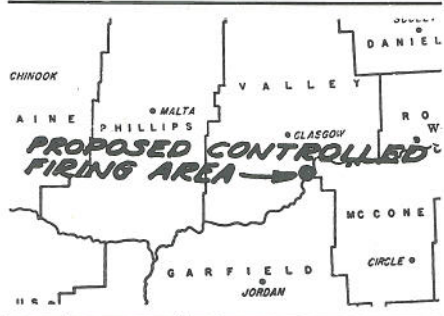
4. Duration of time. **MAY 25, 1967 through JUNE 30, 1967.**

5. Using Agency: The Adjutant General, State of Montana.

FORT PECK

The Federal Aviation Administration is evaluating the following proposal:

Establish a controlled firing area for the Department of the Army as follows:



1. Name: Fort Peck, Montana Controlled Firing Area.

2. Description:

a. A 2 nautical mile radius circle centered on latitude 47° 55'50.748" N., longitude 106°38'30.878"W.

b. Size of Area — Approximately 12½ square miles (nautical).

c. Altitude—2,000 feet above the surface.

3. Activities Conducted: — High explosive cratering.

4. Duration of Time—**JUNE 28, 1967, through JULY 28, 1967.**

5. Using Agency—Nuclear Cratering Group, U.S. Army Corps, of Engineers, Livermore, California.

FAA INSPECTORS' CORNER



By F. A. BECCHETTI
Maintenance Inspector
GADO No. 9, Helena

FUEL CONTAMINATION

Often the cause of aircraft accidents can be traced to contaminated fuels. Fuel contamination can be caused in various ways. Often the sources are neglected fueling facilities.

Of course the pre-flight check should always include a fuel check as specified by the aircraft manufacturers.

For refueling facilities the following guideline or check can be very helpful toward avoiding the contaminated fuel problem and enhance safety:

1. Are filler openings to storage tanks protected to prevent entrance of foreign matter (water, dirt, etc.) at all times and particularly while replenishing with fuel?

2. Are fuel dispensing hose and nozzles protected against contamination when not in use?

3. Is dispensing equipment identified as to the octane rating or type of fuel being delivered?

4. Is there a means of "grounding" provided to preclude a "build-up" of static electricity while refueling?

5. Is there a filter system to remove contaminants, including water, from the fuel being dispensed?

6. Is it checked and serviced regularly? Logged?

7. Are main storage tanks being checked for water and rust contaminants? Logged?

8. Do refueling personnel have a proper knowledge of their duties?

9. Are fire extinguishers available and properly serviced?

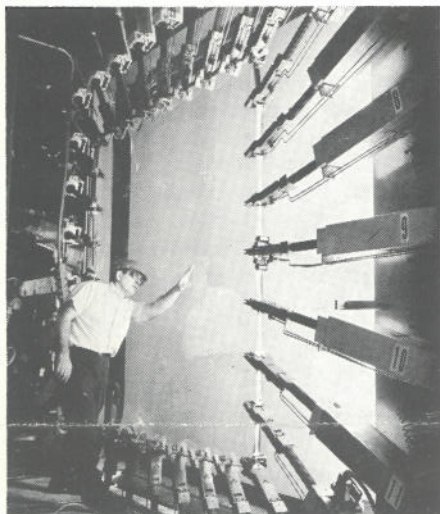
The cost of training Gemini and Apollo astronauts for a seven-year period (1963-1970) is estimated at \$90 million.

Ninety-nine per cent of what we know about the moon has come from the Ranger and Surveyor spacecraft projects.

GOODYEAR'S LONG STRETCH

Goodyear Aerospace Corporation has installed the world's most advanced equipment to produce thin-gauge stretched acrylic plastic sheets for forming into canopies, windshields and windows for helicopters and light commercial and military aircraft.

Addition of a two-story-tall, highly automated vertical stretch machine to its Akron plastics production facility, company officials said, makes Goodyear Aerospace the nation's major producer of stretch thin-gauge aircraft glazing material.



An acrylic plastic sheet eight-feet square is being checked for surface blemishes. The machine's 32 lobster-like claws stretch a raw acrylic sheet as much as 150 per cent greater than its original size.

Manufactured under the trademark, Kleeer-Tuff, the colorless, semi-flexible acrylic sheet is available in gauges of .040, .050 and .060 inches and in standard sizes up to eight feet square.

Less than half as heavy as glass, and with impact resistance more than twice as great as conventional plastics of the same thickness, Kleeer-Tuff plastic has outstanding resistance to crazing, cracking, weathering, corrosion and most aircraft-associated chemicals, is easy to clean and polish and can be punched, drilled, machined and sawed.

In addition to its use as an aircraft transparency, Kleeer-Tuff has a potential as a glazing for schools, factories and greenhouses, where its high resistance to breakage would sharply reduce window replacement costs and

thus could make the material competitive with glass.

Designed for high rates of production, the vertical stretch machine uses infrared radiation for heating. The device will stretch a raw acrylic sheet as much as 150 per cent greater than its original size within two minutes compared with a heating and stretching cycle time of as much as 15 minutes required in conventional stretch machines.

In addition, the equipment is designed to permit optical and dimensional inspection of the stretched sheet during the cooling cycle, in which a blast of ambient air "freezes" the sheet during final relaxation.

Letters to the Director

Montana Aeronautics Commission
Helena, Montana

Dear Mr. Lynch:

I am wondering if your office might be able to supply me with a list of Aviation operators there in Montana. As I very much wish to return to Montana, I would like to write to the operators in the Western part of the State seeking permanent employment as pilot or pilot/mechanic.

Should your office know of a firm seeking a pilot or pilot/mechanic, please feel free to give them my name and address; or phone (415-782-6009).

My present qualifications are Commercial 2000+hours Flight Instructor, Ground Instructor, A & E, and expect to have my Instrument rating in the next few weeks having recently passed the written.

I would like to take this opportunity to say that Montana and your Aeronautics Commission is way ahead of whoever is in second place, and certainly did enjoy and appreciate the third AMRS, in 1965.

Hoping this finds you all in the best, I am looking forward to seeing you again in the near future.

Sincerely,
/s/ Glen C. Gregory

Mr. Charles A. Lynch, Director
Aeronautics Commission
Helena, Montana

Dear Mr. Lynch:

At the recent National Association of State Aviation Officials Spring Conference and Board of Directors Meeting held in Washington, D.C., Mr. Howard Isberg, who represented our

State Department of Aviation, extended an invitation for you to join us in our Centennial celebration and more specific to take part in the "A-67 Fly-In."

Many airmen from your fine state have expressed their plans to fly to Alaska this year, and I would like to extend to you a personal invitation to fly to Alaska as the official representative of the airmen from your state. Activities of the "A-67 Fly-In" are being coordinated by Mr. W. E. "Joe" Friday, a representative of my office, who will be most happy to assist you in any possible way. Please correspond directly with him, and he will assist you in making the necessary arrangements.

We Alaskans are the "flyingest" of the 50 states, and many great sights and many great experiences await you. In this respect, we are looking forward to your coming and flying in "the great land."

With warm personal regards.

Sincerely yours,
/s/ Walter J. Hickel, Governor
State of Alaska

If the brakes on all the 860 Boeing jet airliners now in service were applied fully at one time, the braking power generated would be enough to bring 860,000 automobiles to a full stop from a speed of 50 mph.

It's foolish to worry about confused, miserable teenagers—just give them a few years and they'll turn into normal, miserable adults.

FEDERAL AVIATION ADMINISTRATION ITINERARY LISTING



Airport	June
Culbertson	7
Glasgow	—
Glendive	—
Great Falls	8
Lewistown	14
Miles City	15
Missoula	22
Sidney	—

NOTE: Provisions have been made to give private, commercial, and flight instructor and instrument written examinations, ON AN APPOINTMENT BASIS ONLY at the following FAA Flight Service Stations:

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula

FINAL NOTICE TO FLYING FARMERS AND RANCHERS

Aeronautical Chart Revisions

The Airport Division is now accumulating data to go into the new 1967 Montana Aeronautical Chart. Any private airport owners should fill out the informational questionnaire below and send it in to the Commission as soon as possible. We would like to know about your airstrip even though you may not want it shown on the chart.

Mail to: Aeronautical Chart Revisions
Aeronautics Commission
P. O. Box 1698
Helena, Montana 59601

THIS FORM MUST BE RETURNED
BY JULY 1st

PRIVATELY OWNED AIRSTRIP LOCATION

Name of Airstrip

Name of Owner

Owner's Address

Prefer your Airstrip shown on the new Aeronautical Chart? Yes..... No.....

AIRSTRIP LOCATION

County..... Section..... Township..... Range.....

Latitude..... Longitude.....

Nearest Town..... Direction..... Miles.....

Does your airstrip serve as a community's only airport?.....

Is your airstrip open to the public?.....

Comments:.....

AIRSTRIP DATA

Runway Direction	Length	Width	Approach Obstructions
.....			
.....			
.....			

Airport Elevation..... Unicom Radio? Yes..... No.....

Fuel Available? Yes..... No..... Octane?..... Emergency Only.....

Telephone Available: Yes..... No..... Phone Number.....

Airstrip Owner's Signature:.....

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

P. O. Box 1698

Helena, Montana, 59601

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June, 1967

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